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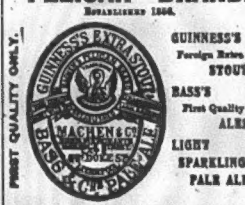
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Light throughout. Ancient Egyptian within a few minutes of the Hotel grounds.
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The Egyptian Gazette
An English Daily Newspaper. Established in 1880.
Editor: J. Macgregor, 11, Essex Street, W.
Price One Shilling. Terms
THURSDAY, DECEMBER 22, 1904.

PORT OF ALEXANDRIA.

The interesting article on the port of Alex-
andria from the December Journal of the
British Chamber of Commerce, which we pub-
lished on Tuesday, deserves more than the
passing notice which we gave of it, more espe-
cially in view of Lord Cromer's answer to the
petition of the Chamber of Shipping, which we
publish in another portion of to-day's issue.
Mr. Cornish is surprised that the system
adopted at Marseilles (and other ports where
there are artificially-closed basins) for econo-
mizing space by moving ships "end on" for
the purpose of loading and discharging, in-
stead of broadside to the quays, is not in
use at Alexandria. The same surprise has
been expressed by many others, very fre-
quently, during the past eighteen or twenty
years. The explanation is that when the
Egyptian Government, thirty-five years ago,
decided to carry out the existing harbour
works at Alexandria, the intention was
to so close in the quays at which the
ships of the Rubattin, Prince Line, Austrian
Lloyd, Messageries, Ellerman, Russian, and
Moss S.S. Companies are now berthed, that
the "end on" system of mooring
might be adopted. When this view
was put forward, the Quays E.
now occupied by Messrs. Tanja and Carter,
and the timber trade, and ends abruptly at
Berth 16, was projected in the direction of the
N.W. corner of the Arsenal mole, parallel to
the general line of quays, leaving only an
opening near the entrance and the entrance
and exit of steamers. Such a protecting mole
was obviously essential to enable the "end on"
system of berthing ships to be carried out
with security to them and to the operations
of loading and discharge on a "dead lee shore,"
with a mile drift of open water towards
Ras-el-Tin in the direction of the prevailing
wind. When the arm we have spoken of had
reached its present termination, it was thought
that, as the Mahmoudieh Canal would be
constantly pouring mud and impurities of all
kinds into an enclosed space with scarcely
any tide to scour it out, this might be pro-
ductive of sickness as well as the rapid silting
up of the anchorage, and that the long-mole
might prove a serious inconvenience to the
manoeuvring of the ships; so, after much
discussion, the late Admiral McKillop, who
was strongly of this opinion, succeeded in
getting the direction of the mole changed as
we now see it. The boat passage at the in-
ner end of the great breakwater was left, main-
ly, for the above-mentioned sanitary reasons,
but a short breakwater outside the boat passage
was, doubtless, intended to be added, as a
security to boats and to prevent the swell from
entering the port.

Maritime opinion, we find, entirely differs
from that of Mr. Cornish as regards the
value of the inside breakwater which he pro-
poses, as a protection to pontoons utilised after
the Marseilles fashion alongside of ships
moored "end on" to the quays, under existing
conditions. The drift of water between the
breakwater and the quays would be far too
great during strong N.W. winds, and the swell
would cause them to break from their moorings
and be smashed to pieces against the quays
during a gale. Moreover, to admit of the
rapid discharge or loading of a ship 350 feet
long or more, such as our mail steamers and
London and Liverpool liners, a series of
pontoons on each side of these would be
necessary as the depth of water will not
admit of the sterns of the ships approaching the
quays. And this would increase the difficulty
of securing the pontoons, especially when the
berths were not occupied. The cargo would,
also, have to be carried a greater
distance than now before the quays could
be utilised. There would be no
economy of quay space effected for out-
side ships by the "end on" system, as the
eight steam navigation companies who occupy
the present import quays require all the quay
berthing space now let to them by the year,
having frequently two or more ships at the
same berth, with the result that the alongside
of one another "end on" instead of broadside
to the quay. Mr. Cornish, perhaps, does not
credit the Port Executive with having studied
the practice of loading and discharging ships at
Antwerp and other ports, as he proposes that
the Government should send an engineer to do
this. He doubtless argues from the point of
view that, as certain systems of facilitat-
ing the above operations are admirably
suited to the conditions of those ports, they
must be equally so to those of the port of
Alexandria, and that, if they had been known
to its executive they would certainly have
been adopted. But this may be an erroneous
assumption. The storage of merchandise and its
transport to and from the ships at the
quays are in the hands of the Customs, and
solely concern that Administration and the
shipping companies which rent the quay berths
from the port. Any Mr. Cornish's allegations
based on a complaint from the agents of these
companies of "the absolute lack of any proper
cranes or warehouse arrangements for facilitat-
ing their work!" If not, there is a reasonable
presumption that this is rather because they
have no complaint to make, than from igno-
rance, on their part, of the superior facilities
offered in other ports. Each of these companies
has a large shed appropriated to its use for the
storage of perishable goods, besides uncovered
ground for less destructible merchandise, and
it may be that the many storied warehouses
in use at Antwerp and elsewhere might
prove a serious obstruction to them rather
than a convenience at a port under very
different conditions, with abundance of cheap
labour. It must be remembered that the
rapidity of discharging and loading ships
must be governed by that of stowing and
slinging cargoes by the stevedores on board
the ships, and that, as regards mail steamers,
so long as the itinerary of the company is
carried out, great rapidity of loading and
discharging is not an essential point, whilst,
as regards the London and Liverpool liners,
these often have to wait for days to complete
their cargoes outward.

What the port of Alexandria is now suffer-
ing from is not the waste of quay space to which
Mr. Cornish attributes the present congestion,
but, as statistics have shown, the inadequate
amount of quay space in proportion to its
shipping as compared with other ports of
the Mediterranean. This, again, is due
(as Lord Cromer says) to the extraordinarily
rapid increase of the prosperity of the port
and of its imports and exports, combined
with an abnormal import of timber during the
present year and the impossibility of berthing
all the ships bringing it in the inner harbour
without excessive delays. All this points
to the necessity for the long-deferred removal
of this very important and increasing import
to a part of the harbour where the timber ships
and the material itself can be provided with
simple accommodation.
The condition of the port is that of a lucky
youth who so rapidly outgrows his clothes
that the finances of his parents and the needs
of his tailor can scarcely keep pace with his
requirements. But the response of Lord
Cromer to the representatives of shipping
shows that there is no lack of goodwill
on the part of the Government to meet all
requirements in a practical and efficient
manner and with as little delay as possible.
One of the great difficulties in effecting
improvements and increase in berthing ac-
commodation for ships at the import quays
north of the Canal is the fact of the con-
stant occupation of the latter, and the serious
interruption to business which would be caused
by the works, and necessary plant to carry
them out, during a lengthy period. Hence
the choice of the site for the four berths
at Quay K. now about to be widened,
which, as Mr. Cornish says, was to be built
in eight months but took four years to
complete. We understand that the site of the
four new berths to be constructed in 1905 in
continuation of the quays towards the
N.W. has been chosen for the same reason.
A great obstruction to quay traffic, and one
which will have to be dealt with sooner or later,
is the Mahmoudieh Canal with its locks, which
not only fills up the harbour with mud and
pours into it much insupportable matter, but
cuts the quays in two, forming a gulf passable only
by a single-line railway bridge and a cart bridge,
both liable to be closed at most inconvenient
times. It also prevents all development of the
city towards the West on account of the
paucity of bridge communication across it outside
the Encinte Douanière. If the present canal
locks were removed, and the quays made
continuous, an arm of the canal being thrown
out at the old military battery, debouching
with new locks, a little east of the Abat-
toir at Mex, the benefit would be very
great to the quay traffic, and to the harbour,
by putting a stop to its constant silting; it
would also obviate the necessity for a new
double-line railway bridge to replace the pre-
sent one at the canal locks.

EGYPTIAN SHARE MARKET

(FROM OUR FINANCIAL CORRESPONDENT.)

LONDON, December 16.

The political situation, although full of interest, has had little effect on our Stock Markets since our last. The Yankee crowd still continues to occupy the attention of the *rebo* *house*—although there are signs that Mr. Lawson will be debuffed in future from any further constitutional manipulations. In upsetting the Copper interests has also caused a stampede in the whole list of stocks and shares—adversely affecting interests in which he had no immediate concern. This has done more to give him his quietus than all his own opponents in the Copper market can do, although that is considerable.

The market in Egyptian Stocks is somewhat weaker, due to it is said more to the cotton situation having produced some uneasiness in Alexandria and caused a temporary shakeout among some of the large holders which exists in the Stock Market. The market here under the lead of the Bank shares, which are the heaviest at time for writing. There has been a decided check, but nothing more serious, and should prove a healthy thing for the market. Agricultural have dropped to 97, National to 24, and the New to 24 premium. Bank shares are also weaker at 204 and Delta 24 1/2 premium. In Delta Sugar remains firm at 54, which is the heaviest at time for writing. There has been a decided check, but nothing more serious, and should prove a healthy thing for the market. Agricultural have dropped to 97, National to 24, and the New to 24 premium. Bank shares are also weaker at 204 and Delta 24 1/2 premium. In Delta Sugar remains firm at 54, which is the heaviest at time for writing.

The wild movements of the American market have caused somewhat a check upon business in general, but the discount on this side is not so large as it was thought and the settlement has gone off without any serious difficulties. The tone of markets for the new account is very much steadier, and as far as South Africa are concerned may certainly be called "strong." Paris has been supporting all the time. Egyptian stocks, particularly Goldfields and Chartered, Diamond shares look good. Egyptian Mining shares should profit by the revival in other sections and ought to show a good profit on present prices at which the New Year Nile Valleys close 22.

The Nile Valley Company, Limited.

NOTICE IS HEREBY GIVEN THAT

the Annual General Meeting of the Shareholders of the Nile Valley Company, Limited, will be held at Wycherley House, Old Broad Street, in the City of London, on Thursday, the 29th day of December, 1904, at 12 noon, for the purpose of receiving and considering the Directors' Report, the Statement of Accounts and Balance Sheet, to elect Auditors, and to transact the other ordinary general business of the Company.

The transfer books of the Company will be closed from the 19th of December, 1904, to the 1st of January, 1905, both days inclusive.

Holders of Share Warrants to Bearer, desiring to attend the General Meeting, must lodge their warrants at the office of the Company, on or before the 27th day of December, 1904.

By order of the Board,
O. F. PALMER,
Secretary.

25104-1.

SUDAN GOVERNMENT.

TENDERS will be received at the Office of the Financial Secretary to the Sudan Government, Khartoum, until 10 a.m. on the 26th day of December, 1904, for the supply of articles of—
—clothing and equipment for the 3rd Mifed Division during the year 1905.
Persons wishing to tender for this specification can consult the specification at the above Office any day from 9 a.m. to 5 p.m. except Fridays and General Holidays.

35005-2.

MOUVEMENT MARITIME
DU PORT D'ALEXANDRIE

ARRIVÉES
31 décembre
Alexandrette et Port de 30 h., vap. 6th. Salouci, ex. Arvenit, 20, 54, A. H. Effendi Serrari.

32 décembre
Hydra 18 h., 6 vap. ang. North Pilot, exp. Owen, 1, 407, A. Barker & Co.
Blackburn 18 h., vap. norw. Tholme, exp. Joeger, 1, 127, A. Barker & Co.
Lail 18 h., 6 vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.
Lombard 18 h., 6 vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.
Lombard 18 h., 6 vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.

DEPARTS
31 décembre
Palme et Triomphe, vap. ang. Agly, exp. Kassarich, Port et Constantinople; vap. ang. Prince Abbas, exp. Andrieux.
Hydra 18 h., vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.
Lombard 18 h., 6 vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.
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Palme et Triomphe, vap. ang. Agly, exp. Kassarich, Port et Constantinople; vap. ang. Prince Abbas, exp. Andrieux.
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Lombard 18 h., 6 vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.
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33 décembre
Palme et Triomphe, vap. ang. Agly, exp. Kassarich, Port et Constantinople; vap. ang. Prince Abbas, exp. Andrieux.
Hydra 18 h., vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.
Lombard 18 h., 6 vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.
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34 décembre
Palme et Triomphe, vap. ang. Agly, exp. Kassarich, Port et Constantinople; vap. ang. Prince Abbas, exp. Andrieux.
Hydra 18 h., vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.
Lombard 18 h., 6 vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.
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35 décembre
Palme et Triomphe, vap. ang. Agly, exp. Kassarich, Port et Constantinople; vap. ang. Prince Abbas, exp. Andrieux.
Hydra 18 h., vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.
Lombard 18 h., 6 vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.
Lombard 18 h., 6 vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.

36 décembre
Palme et Triomphe, vap. ang. Agly, exp. Kassarich, Port et Constantinople; vap. ang. Prince Abbas, exp. Andrieux.
Hydra 18 h., vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.
Lombard 18 h., 6 vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.
Lombard 18 h., 6 vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.

37 décembre
Palme et Triomphe, vap. ang. Agly, exp. Kassarich, Port et Constantinople; vap. ang. Prince Abbas, exp. Andrieux.
Hydra 18 h., vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.
Lombard 18 h., 6 vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.
Lombard 18 h., 6 vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.

38 décembre
Palme et Triomphe, vap. ang. Agly, exp. Kassarich, Port et Constantinople; vap. ang. Prince Abbas, exp. Andrieux.
Hydra 18 h., vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.
Lombard 18 h., 6 vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.
Lombard 18 h., 6 vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.

39 décembre
Palme et Triomphe, vap. ang. Agly, exp. Kassarich, Port et Constantinople; vap. ang. Prince Abbas, exp. Andrieux.
Hydra 18 h., vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.
Lombard 18 h., 6 vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.
Lombard 18 h., 6 vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.

40 décembre
Palme et Triomphe, vap. ang. Agly, exp. Kassarich, Port et Constantinople; vap. ang. Prince Abbas, exp. Andrieux.
Hydra 18 h., vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.
Lombard 18 h., 6 vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.
Lombard 18 h., 6 vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.

41 décembre
Palme et Triomphe, vap. ang. Agly, exp. Kassarich, Port et Constantinople; vap. ang. Prince Abbas, exp. Andrieux.
Hydra 18 h., vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.
Lombard 18 h., 6 vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.
Lombard 18 h., 6 vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.

42 décembre
Palme et Triomphe, vap. ang. Agly, exp. Kassarich, Port et Constantinople; vap. ang. Prince Abbas, exp. Andrieux.
Hydra 18 h., vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.
Lombard 18 h., 6 vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.
Lombard 18 h., 6 vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.

43 décembre
Palme et Triomphe, vap. ang. Agly, exp. Kassarich, Port et Constantinople; vap. ang. Prince Abbas, exp. Andrieux.
Hydra 18 h., vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.
Lombard 18 h., 6 vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.
Lombard 18 h., 6 vap. ang. Union, exp. Kerr, 1, 1407, A. Barker & Co.

44 décembre
Palme et Triomphe, vap. ang. Agly, exp. Kassarich, Port et Constantinople; vap. ang. Prince Abbas, exp. Andrieux.
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